







# Missionary Spirit is in Episcopal Church

Rev. A. E. George Finds It Keynote of the Great Convention Now Held in Boston.

By the Rev. Albert E. George.

The chief interest in the Episcopal Convention centered around the question of missionary work in the church. It is evident on all sides that the church is determined to give this aspect of the convention. Instead of making it emphasize with announcements to various and other of it is seeking to make prominent the fact that the Episcopal Church is engaged in missionary work in all parts of the world. There is the work in the Philippines under Bishop Forster, the new work in Cuba, the building of a missionary province in Mexico, the development of a large mission in Japan, China and Honolulu, as well as an important work in the island of Porto Rico.

**Support, or Neglect?**

Most these missionary enterprises are supported or must they be allowed to languish? These were the questions analyzed yesterday and today by the convention. Bishop Hopkins, Bishop Doane, Bishop Doane, and the Rev. H. B. Hulse, who especially advocated the work of the American missionary Society in Cuba and parts of South America.

There is no question but this convention

The Episcopal Church intends to make prominent as well as obligatory upon all its members the support of missions. Some of its delegates are unwilling to have so much money spent upon missionaries and other persons upon the rules of the convention. It is, however, a matter of fact that the church is determined to give this aspect of the convention. Instead of making it emphasize with announcements to various and other of it is seeking to make prominent the fact that the Episcopal Church is engaged in missionary work in all parts of the world. There is the work in the Philippines under Bishop Forster, the new work in Cuba, the building of a missionary province in Mexico, the development of a large mission in Japan, China and Honolulu, as well as an important work in the island of Porto Rico.

**All United in Expansion.**

The sessions of the convention make it evident also that every type of churchman, high and low, and broad, though they may disagree upon matters of theology, are yet united upon an action which means the expansion of the church in the country as well as the East. It is for instance, that the present war in Japan makes possible certain results for missions which otherwise could not be expected, and in Shanghai the educational institutions show the Episcopal Church as an important factor for missionary work in that country. These movements were all emphasized by the convention, and there that the Episcopal Church desires to cooperate with other bodies in Christianizing the world, especially with the Roman Catholics in South America, and with the various Protestant and non-Protestant reformers in that country.

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# RUSSIAN CLASPED THE HAND OF A JAPANESE

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**Read the Features of Special Interest to Women in Tomorrow's Sunday American**



AMUSEMENTS.

**BOSTON THEATRE**  
LAWRENCE SQUARE.....Lease & Map.

**LAST 2 WEEKS**

**MATINEE TO-DAY**  
BRING THE CHILDREN

**EVENINGS AT 7:45**

# THE WIZARD

OF OZ

—WITH—  
FRED A. STONE as the Scarecrow  
—AND—  
DAVID C. MONTGOMERY as the Tin Wood-  
man and Original Famous Company  
Directed by JULIAN MITCHELL.

**Progress of Boston-New York  
Hawthorne Course Announced  
Between Acts Today and  
Monday.**

One of the Best Vauxhall Programs of the Season.

Continues, 1 till 10:30 P. M.

**A** AMERICAN LEAGUE

HUNTINGTON AVENUE

**TODAY**

TWO GAMES AT 1:30

**NEW YORK**

Tickets 25c, 50c, 75c  
Box Office on Grounds Open at 11 O'Clock

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EXCURSIONS.

AUTUMN TRIPS. SPECIAL EXCURSION

**To New York via Joy Lin**

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| One<br>Way | <b>\$3.00</b> | —including—<br>Stateroom berth | <b>\$5.50</b> | Round<br>Trip |
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All this was to water. H. D. PETER, Agent  
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American Confections.

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HEARST'S BOSTON AMERICAN

WILLIAM RANDOLPH HEARST

80 AND 82 SUMMIT ST., BOSTON, OCTOBER 8, 1904

To-Day's Great  
Automobile Race

Needs Calm Discussion, and Perhaps Suppression

A great race of automobiles is held on Long Island to-day. Light machines containing engines of one hundred horse power race for a cup offered by young Mr. Vanderbilt. The race is around a course thirty miles or more in extent. The machines go three hundred miles—needless to say they go very fast, some of them at least.

Some criticism of the proposed race has been rather foolish. In the first place, it is NOT illegal. A bill was passed in the New York Legislature last Winter authorizing the local Supervisors to set apart roads for an automobile race, to be held on one day only. The Long Island officials have given their consent, and the holding of the race is LEGAL.

Whether or not the law was wise in taking the roads away from the farmers and others and turning them over to the automobile racers for the day is another question.

If the people do not even know anything about the men they send to the Legislature, much less about the laws they pass, they must expect some legislation in behalf of those clever enough to pay attention to the lawmaking machine.

It is foolish to attack the automobile racing "because it is organized to amuse rich men."

Rich men, if they do no harm, have just as much right to amuse themselves as poor men. It happens that in this automobile question the rich man is playing a very useful part.

In this country, where we leave everything possible to private initiative, the only hope of automobile development is in the extravagance of the rich. In the future the automobile, practical and cheap, will be enormously useful. That state of affairs will be due to the fact that rich and idle young men now take up the automobile as a toy, developing it to the useful stage.

Since the interests of the people demand that rich young men looking for excitement SHOULD develop the automobile, it is proper to weigh the pros and cons before interfering arbitrarily with their methods.

The farmers of Long Island will be among the first to benefit by the development of the automobile industry. They now take their produce to town on trucks pulled by horses. The trip, going and coming, takes them forty-eight hours. It uses up time and horseflesh.

In ten years' time, with proper encouragement of the automobile, no sensible farmer will use horses in hauling to market. The automobile will do all the work for him, much more quickly and much more economically.

In addition, the automobile, making land valuable all over Long Island where the roads are flat, will help the farmer of that neighborhood to sell his land at good prices to prosperous citizens.

All humanity is interested in automobile development. It is important that we should move ourselves over the face of the earth as quickly and as easily as possible. The automobile will do this for us, making us independent of the railroads' monotonous routes, also of their high prices.

It would be a pity to interfere with this automobile race—First, if it is really to help the development of the automobile. Second, if it is to be conducted free from danger.

But is racing necessary to the automobile's development? It is, and it is not. The good automobile must be able to keep up a high speed for a long distance. But it will never be allowed to run at the reckless racing speed, as a general proposition. Therefore the development of the extravagantly high speeds is a waste of time.

Will this race be conducted without danger to the people along the road that has been turned temporarily into a highway for these powerful, fearful engines?

We fear there is little hope that a race such as that contemplated can take place without loss of life.

This race has attracted manufacturers of Europe. They have sent here their most reckless, desperate chauffeurs. TO WIN THE RACE AT ANY PRICE.

They are not racing merely for Mr. Vanderbilt's little silver cup. THEY ARE RACING FOR THE AUTOMOBILE MARKET OF AMERICA. The machine that wins that race will have the fashionable name, its owner will get the fashionable American dollar. The manufacturers far off in France or in Germany are not giving their chauffeurs any special instructions about dodging children or old ladies. They order their men TO WIN.

Those in charge of the race have posted up signs warning people to keep off the roads from 5 o'clock in the morning until 3 o'clock in the afternoon. The ordinary American citizens in that neighborhood are instructed to keep their children, their dogs, their chickens, their horses, and their wives indoors, under penalty of being hit by a machine going at ninety miles an hour.

We all know that the American woman and child and dog—and especially the American chicken—are not always to be controlled.

It is possible to police thirty miles of road in such a way as to prevent fatal accidents?

We fear not. Of course, even the managers of the race will admit that the killing of one or two children would more than offset the benefit and pleasure of the day's excitement.

All of those concerned in organizing the race will be responsible, together with the individual machine owner or manager, in case of a death occurring. But will it not do much good to the person that gets killed.

This newspaper believes, as it has often said, that those most interested in encouraging the automobile and its development are the poorer classes, the citizens who could not possibly own an automobile at present. They will be the automobile users of the future.

But it would seem that this race, organized hastily and covering so extended a territory, is ill advised; that it threatens to interfere seriously with automobile development, AND TO REACT DISASTROUSLY ON ALL AUTOMOBILE OWNERS.

If a few people are killed in this race, or even if one is killed, everybody will realize that it was unnecessary murder. The result will be bitter and indiscriminate hatred of all those that use automobiles, including the careful and conscientious. The use of the automobile will be discouraged, its progress delayed.

We do not question the real desire of the promoters of this race to protect the public while amusing themselves and developing the automobile.

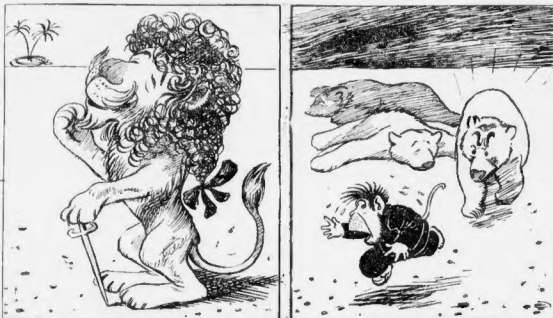
But if they fail to protect the public—and we do not see how they can protect it over thirty miles of road during almost an entire day—they will be the sufferers in the end.

JOYFUL JINGLES FOR MOTORISTS

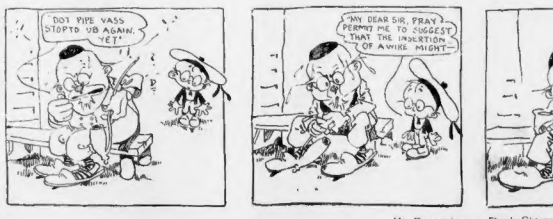
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IN JUNGLE SOCIETY.



JOHNNIE BOSTONBEANS



He Encounters a Dust Storm

